(iv) In order to augment the fleet two B-747-300 (Combi) aircraft have been ordered for delivery in 1988. One aircraft has already been received.

(v) Computerised passenger ctfieck-in has been introduced at Bombay and Delhi and will be gradually extended to other airports.

(vi) Improved servicing in cargo and increase marketing and sales efforts by ensuring prompt and efficient response to consumer needs asid computerisation of cargo services.

(vii) Computerisation over next one year, link up of agencies with reservations, systems, introducing automatic baggage labelling, boarding pass to baggage labelling, boarding pass to speed up passenger handling and improve on time departure of flights.

(viii) Exercise control on expenditure.

(d) Air India has budgeted a profit of Rs. 1 crore during 1988-89?

Frequency of Ashram Express and Sarvodaya Express Trains

85. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state: |

(a) whether there is a proposal for increasing the frequency of 5051506 Ashram Express and 181|182 Sarvodaya, Express trains linking Ahmedabad with "Delhi, if so, what are the details thereof:

(b) what is the average waiting list on both ends and whether there is a justification for augmenting the present strength of coaches in each train; and

(c) whether in view of long journey time of Siarvodaya Express there is a proposal to shorten the time by a few hours for the convenience of travelling public?

THR DEPUTY MINISTER TN THE MINISTRY OF RAILWAYS (SHRI MA. HABIR PRASAD): (a) and (b) Based on the traffic requirements, frequency of 505|506 Ashram Express has been increased from *A* days a week to daily with effect from 1.11.1988. However, there is no proposal at present to increase the frequency of 1811182 Sarvodaya Express. It it not operationally feasible to augment their loads on a regular basis.

(c) No, Sir.

Staff aircraft ratio of Air India

86. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the Staff-Aircraft ratio of Air India and in what manner it compares with other international airlines;

(b) whether it is on the higher side, if so, what are the reasons therefor; and

(c) what steps are contemplated by Government to streamline the system so as to enhance efficiency with just enough hands?

THE MINISTER OF STATE OF THE MINISTRY OF ! CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The staff-aircraft ratio of Air India is 756. Compared to other international airlines, the staff aircraft ratio of Air India is high.

(b) Like other international airlines, Air India does not give certain jobs on contract to outside parties. Air India has on its pay roll, staff for security arrangements, civil works and properties, ground services, transport for staff|crew, canteen facilities etc.

(c) Air India has a Human Resources Development Department headed by a senior departmental head which carries out manpower studies to review additional requirementslvacancy position. At present only vacancies which are absolutely neees-sary, particularly in the operational areas, are allowed to be filled. Compared ' to the staff strength of 17,764 as on 1st April, 1984, as on 1st October. 1988 the staff strength has declined to 17,381.

Fatigue element of pilots operating A.I. and I.A. Flights

87. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state: